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ANTI-JAPANESE OUTBREAKS IN THE STRAITS.

FIVE CASUALTIES AT SINGAPORE.

Thanks to the effective show of military force yesterday and throughout the night there was no repetition of anti-Japanese disturbances on the scale of those of Thursday night (says the *Straits Times* of June 31st). Armed forces patrolled the town in considerable strength, and any lawless characters out to destroy Japanese property were led to realise that the Government still has a way in the matter. Martial Law was proclaimed at one o'clock yesterday afternoon, and to-day incendiary displays displayed broadcast throughout the city warn possible malcontents of the measures which may be taken in the event of a further outbreak. Three further fatalities have occurred, however, making with two killed on Thursday night, when the police were compelled to fire on a crowd in Smith Street, a total of five deaths (a Tamil, three Chinese, and a Japanese) as a result of these boycott disturbances. A young Chinese girl, also, was wounded by a revolver bullet.

There were no scenes of general disorder last night. From 9 p.m. onwards throughout the night strong military and naval forces picketed various points and patrolled the town in addition to armed police.

Some collisions occurred between Chinese and Japanese in the vicinity of Victoria Street, and on one occasion the military had to disperse the crowd. Shops and private houses were generally closed, and comparatively few people were seen about, giving an unworldly air of stillness to roads usually crowded.

The Japanese Commercial Museum in Bras Basah Road was the gathering place for many hundreds of Japanese. Families in outlying parts had been brought in by motor-cars and lorries and sought shelter in the Museum during the night. Men outside generally carried heavy sticks and had the air of being ready for confrontation. The military prevented people without definite business from entering certain areas, and motor-cars were stopped and the occupants asked to give an account of themselves.

Many of the rich rickshaws seemed to be continuing their strike this morning, and hundreds proceeding were again being inconvenienced. One European managed to secure his rickshaw as usual, but was held up by a crowd of coolies in North Bridge Road. On attempting to proceed the rickshaw was assaulted and the hood of the rickshaw was torn off. The occupant thought it wiser to continue his journey on foot. A rickshaw was smashed up and burnt in Cross Street this morning. Early this morning the Hon. Dr. Lim Boon Keng addressed a gathering of rickshaws and endeavoured to persuade them to resume work.

The military were again on duty this morning. The Japanese Consulate in Raffles Chambers was strongly guarded. It is satisfying to the general community that Government is evidently determined on vigorous measures in the event of any further outbreak of looting. It can be easily seen that such outbreaks offer great opportunities for looting and for loot pure and simple and not induced by patriotic motives.

RIOTING IN PENANG.

The serious anti-Japanese outbreaks that occurred last week in Singapore were re-echoed in Penang on a much milder scale during the week-end (says the *Penang Gazette* of June 29th). There has been considerable destruction of property, all of it belonging to Japanese. So far, owing to the fact that the rioting has been attended with the serious loss of life and injury to persons reported from the Southern Settlement. The situation here has also been complicated by the complete disappearance of rickshaws from the streets. Yesterday the greatest inconvenience was suffered by the inhabitants in consequence of this development, and matters in this connection have not improved to-day, there being many late arrivals at offices and other places of business this morning.

The outbreaks in Penang against the Japanese have been affected to some extent by the rice situation. The authorities, however, have had intimation of the possibility of an outbreak of anti-Japanese feeling for some little time. There has been arriving in the Settlement from different parts of China literature of a propagandist character, chiefly from Shanghai, Amoy and Canton, calling upon the Chinese to respond in the cause of their compatriots. Numerous posters of this sort had been posted in the town surreptitiously. There had been other indications of trouble before an incident occurred in Armenian Street Ghaut on Saturday, in which a member of the Civil Service, Mr. E. E. Colman, sustained some injury. It appears that he was in the act of removing a notice of the character already described when he was attacked by a Chinese with a stick. He was able to get clear of the crowd, but was about to be sustained slight injury to his face and bruises on the hands and arms. There was an incident in Kuala Kangsar Road on Saturday night, when a Chinese who entered Japanese premises was regarded as having broken the boycott, and a large crowd remained in the vicinity, the Chinese not being able to get away from the premises until yesterday morning, it having been reported to him that his life was endangered.

JUNIOR REPORTER'S DEVOTION TO DUTY.

The devotion to duty of James Harvey Dale, aged sixteen, a junior reporter on the staff of the *South Eastern Herald*, was described by the editor at an inquest at Greenwich on May 15th as an act "which on the battlefield would have won the Victoria Cross." The evidence showed that Dale was riding from Woolwich to Greenwich when he was thrown off his bicycle by a defect in the trailing mechanism, fell under a motor-lorry weighing nine tons, and was taken to the infirmary. Here, while lying in agony at the point of death, he took out of his pocket a parcel of newspaper copy and gave it to a man to take to the office, saying it was "very important." A verdict of accidental death was returned.

GERMANS CAPTURE A "BRITISH ADMIRAL"

AN AMUSING STORY OF GERMAN "CLEVERNESS."

As with everything German, the German Secret Service enjoyed a great reputation for efficiency, not to say infallibility, in the great days previous to the 11th November, 1918, and the idea that it might have made a mistake in the matter of an English Admiral came slow and hard. An American paper, tells the story, taken from a diary kept during the occupation of Belgium.

Mr. Dubois, a retired professor of mathematics, lived in the provinces till the enemy burned down his home. He fled to Brussels with his daughters, where he rented a modest apartment, and they lived there as quietly as was possible in those troubled days.

One morning one of his daughters came to tell him in great agitation that two German officers were waiting to see him. He met them with dignity and courage and found them inclined to be excessively polite. One of them looked him over very carefully and then asked if he was indeed the person known as Mr. Dubois, professor of mathematics, said he.

"You will allow us," said the other, "not to believe what you say, and if you take my advice you will not conceal your identity any longer."

Mr. Dubois opened his eyes in astonishment. "It is you who are in error, gentlemen. I assure you that I am, indeed, Mr. Dubois, professor of mathematics."

The officer smiled and stroked his moustache. "Have it your own way. Please get ready to leave with us within ten minutes; you may take clothing sufficient for several days. You may, if you like, take leave of your family."

As they were leaving the officer again treated him with distinguished politeness, which endeavored him to ask them to tell him why they were taking him away. "As if you didn't know perfectly," smiled the officer who had spoken before, "not to know it would argue that you had forgotten who you are."

I am Mr. Dubois, professor of mathematics.

Of course. Here we are. The car had stopped before one of the best hotels. The porter came running; everybody acted as if an important personage had arrived; the officer explained to Mr. Dubois that he was to consider himself at home, and apologised for putting a sentinel at the door.

The officer then asked him in French to step into the next room, where a barber was waiting for him, and said that he might put himself into the latter's hands without any fear. Mr. Dubois, determined to be astonished at nothing, complied, but found it hard to restrain himself from making an energetic protest when he found the barber cutting off first his large moustache and then his cherished beard. The officer, upon inspecting him, seemed pleased, even triumphant, and handed him a monocle. But when Mr. Dubois protested that he had never worn one and was unable to keep it in place, the officer, speaking very impressively said: "Admiral, do not keep up this farce. We have, as you see, the greatest respect for your rank and your person. Mr. Dubois involuntarily stroked his bare chin. We of the German Army respect the foe even when he is unarmed. Please understand that it is useless to try to deceive us any longer." He waited a few seconds and then added: "We know that you are Admiral Beresford."

Upon Mr. Dubois' statement of his name and profession as before, the officer merely remarked that obstinacy was a British virtue and did not again insist. "Then the officer explained to Mr. Dubois how anxious the Germans were to make him feel at home, etc., and offered him various courtesies. This kept up for several days. He was left alone, except for the careful ministrations of the servants. Nobody contradicted him any more when he insisted that he was Mr. Dubois, professor of mathematics, but merely kept silence. Then the officers appeared, in full dress uniform, saluted him punctiliously and inquired after his health. They informed him that they had received orders from the commandant of the German forces in Belgium to ask him to accompany them to Zebrunge. The professor was glad of a change but still he said: "The commandant of the German naval forces in Belgium does me great honour. I fear that he will feel that I have wasted his time when he learns that I am Mr. Dubois, professor of mathematics." The officers, greatly taken by such obstinacy, laughed heartily.

When the party arrived at the canal the officer, with apologies, bandaged Mr. Dubois' eyes, and when the bandages were removed he found himself in the presence of several German officers at a table covered with maps and plans. One of the officers came forward with outstretched hands and said: "Admiral, allow me to shake hands with you as one does with an enemy one respects." Mr. Dubois took his hand and replied: "I am Mr. Dubois, professor of mathematics." The officers, said the officer to his colleagues as they had not heard Mr. Dubois speak. "I present to you Admiral Beresford, whom the fortunes of war have made our prisoner." And he presented Mr. Dubois in turn to each of the officers. "Honoured, I'm sure," murmured Mr. Dubois.

I am Mr. Dubois, prof. You are so far from being Mr. Dubois, the spokesman replied with politeness but firmly "that your right thumb bears the seal of a wound you received on board your ship six years ago when a cannon exploded." And he pointed to Mr. Dubois, whose thumb lacked a joint. "That," said Mr. Dubois, "is the result of an accident I met with while driving twelve years ago; the finger glass cut my hand, and, as I do not insist," Admiral, said the chief officer in a stern tone.

"At that very moment a young officer profaned the sanctity of the council chamber by interrupting his superiors. Holding up a photograph of Admiral Beresford, he panted: 'Look, the Admiral's left thumb is injured while this gentleman's right thumb lacks the tip.' The photograph was passed from one to another amid ominous silence. The two

(Continued at foot of next column.)

UNREST IN THE EAST.

LORD MILNER TO GO TO EGYPT WITH A COMMISSION.

The stir of unrest in the Moslem world, the recent events in Egypt, the demand of the Labour benches that we should consult native opinion with regard to Egyptian Home Rule, the puzzling question of whether the Caliphate is to be Arab at Mecca or Turkish at Constantinople—these problems ran through an important and fascinating debate in the Commons, on May 15th, and underlay a statement by Lord Curzon in the Lords.

Lord Curzon announced that the Government proposed to despatch a special commission, over which Lord Milner has been invited to preside, to inquire into the causes of the disorders in Egypt, and to report on the institutions best calculated to promote the country's peace and prosperity.

Members of the House of Commons who have returned from Egypt—including Captain Wedgwood Benn, one of the ablest of the Free Liberals, and Lord Winterton, who has served in the Egyptian Expeditionary Force—were able to speak with rare first-hand knowledge, when the Foreign Office Vote came on. Captain Benn opened with an indictment of the Government for causing unrest. He talked of natives being whipped in labour battalions and underpaid for goods.

Both he and Mr. Spoor, of the Labour Party, made the political question their special point. The natives, they said, heard self-determination and autonomy talked about, and were asking when they were to have these modern expressions of nationhood and liberty.

SOLDIERS SLANDERED. Lord Winterton scornfully repudiated the aspersions cast on the British soldiers' conduct in Egypt. As for the officers, they were mainly Greeks. "There has never been a juster or fairer conqueror in the East than General Allenby."

"The lash had always been the Egyptians' instrument in making their labourers work, and he knew of no case of the abuse of the lash. When a labour corps of natives is formed they elect their foreman and present him with a whip."

Careful military measures were essential. "Right up to the end of the war Alexandria was one of the principal centres of the German spy system."

Lord Winterton told of cases of murders of British soldiers. In one case seven unarmed British soldiers were murdered in a train, and he heard of one of the natives drinking their blood. Two British gunners were tied, naked to a tree and beaten to death.

He regretted that passions in Egypt were inflamed by "foolish speeches made by foolish people in this country." He implored the House to consider Moslem feeling, which was cohesive beyond national frontiers, and he thought that we ought to favour not an Arab Caliphate, but a Turkish Caliphate, if the Moslem world desired it.

Mr. Cecil Harmsworth, calm, unfurried, Under-Secretary for Foreign Affairs, said: "The position in Egypt is now satisfactory. Order and quiet prevail."

The fomenters of the trouble knew that there was no possibility of oppression under the British flag," said Mr. Harmsworth, amid cheers. As to the action of British soldiers, "there should be no need to inquire."

There were eager endorsing cheers, and Lord Winterton, glancing at those who had believed the lies of the Egyptian fomenters, cried "Disgraceful!" The mind that starts with the assumption, "England always wrong," finds some small expression even in the new House.

TELEGRAPHIC DELAYS

MILLIONS OF OFFICIAL MESSAGES.

Mr. Illingworth (Postmaster-General), in reply to Mr. Lynn (C.U., Woodvale), stated, in the House of Commons, that the number of telegrams despatched by Government departments was as follows:

	January	February	March
1914	43,635	44,022	57,540
1915	845,941	758,044	974,313
1916	908,807	875,000	825,000

The figures for February and March, 1916, were estimates. The delay incurred in telegraphing was due partly to the number of Government telegrams, and partly to the number of skilled telegraphists with the colours, but the position was now somewhat better, as the number of Government telegrams was being reduced, and more telegraphists were returning to duty. He had recently asked Government departments to restrict their telegrams within the narrowest limits.

Mr. Lynn: Is the right hon. gentleman aware that Government departments are in the habit of sending messages by telegram that could be sent by messenger in five minutes?

Mr. Illingworth: I could not say the number of minutes, but I am afraid that some departments are too profuse in the use of telegrams.

Sir H. Oak (G.U., Scottish Universities): Would it not be possible to revert to the custom that telegrams cannot be sent except with the permission of some high officer of the department?

Mr. Illingworth: I am afraid the telegrams are too numerous to make it practicable for any head of a department to sanction them all.

Officers who had brought Mr. Dubois' severed. Presently, the commanding officer crossed his arms and addressed Mr. Dubois: "So, you are not Admiral Beresford?" "I am Mr. Dubois, professor of mathematics," he answered, his eye on the door. The commanding officer said briefly, "Clear out."

Needless to say, Mr. Dubois went and did not stop until he reached his own apartment, where he burst in upon his beardless family. They stared at his beardless face, and "What is the meaning of this?" demanded his father-in-law. Mr. Dubois drew himself up, put the monocle in place, and announced, "I am Admiral Beresford."

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[1933]

OUR LONDON LETTER.

THE SCANDAL OF CABLE DELAYS TO THE EAST.

[FROM OUR OWN CORRESPONDENT.]

London, May 18th.

THE CAVELL FUNERAL.

The public demonstration at the funeral of Nurse Cavell was unique. It was quite different from anything London has seen hitherto—the processions in memory of Lord Kitchener or the burial of King Edward, to name only two examples in recent years. Probably the explanation is that this woman came to symbolise the British tradition of patriotism, loyalty, courage, tenacity, and devotion to duty even unto death.

Respectful crowds saw the passing of the poor remains of the little martyred nurse at each stopping place on the long journey from Brussels to Norwich, near where she was born. Her grave is in a piece of greensward in the Cathedral Close. Royalty was at the service in Westminster Abbey; and it was remarkable to notice the large number of Americans present among the vast congregation.

It has been said that the murder of Edith Cavell was the outstanding act of inhumanity next to the sinking of the *Lusitania*, which was responsible for bringing America into the war. What a blunder it was on the part of the Germans! At 9 p.m., on the night fixed for the execution of Miss Cavell, neutral diplomats hurried to the Theatre Royal, where von Bissing and von der Lancken were enjoying themselves. To the representations made to him at the eleventh hour the former said: "The matter is entirely in the hands of the military Governor." "Monsieur," said the Spanish Minister, "You are committing what is worse than a crime; you are committing an error!"

THE CHINA CONSORTIUM.
An announcement respecting Chinese loans, to which the widest publicity has been given within the last few days, based on reports from Paris, requires explanation. The statement was that a new agreement had been made for carrying out the China Consortium already sanctioned by the Governments of the United States, Great Britain, France, and Japan.

The actual position appears to be that while certain banking groups in the United States, France, and Japan have been formed and granted an exclusive privilege in each country for placing loans in China in future, the specific furtherance of the scheme for a Consortium is held up by difficulties encountered in London in forming a British banking group acceptable to our Foreign Office. This hitch is understood to be the reason for a visit paid by Sir Charles Addis, representing the Hongkong and Shanghai Bank, to Paris last week.

In financial quarters in the City there is decided opposition to the composition of a banking group which shall enjoy the monopoly of an "exclusive privilege" in China; indeed, early in April, the Foreign Office were informed that such an arrangement was not feasible. The whole scheme for a Consortium as approved by the Governments of the four Powers depends entirely upon that, and therefore for the time being it is uncertain whether it can be proceeded with.

An integral part of the scheme was that all options now held by the Allies (chiefly in Japanese hands) should be pooled among the members of the proposed Consortium.

CABLE DELAYS.
The scandalous delays in the cable service to the Near and Far East still continues. A slight improvement which was brought about recently following urgent representations to the Board of Trade and the Postmaster-General has vanished, and matters are as bad as ever they were.

As an example, I hear of an instance where a big business house cabled to one of their travellers in Hongkong to proceed to Japan, but the cable took a fortnight to reach its destination, and the man had left for England before it arrived. In another case, on April 10th, a quantity of steel plates were offered for shipment to the Far East in May. The firm on your side replied accepting the offer, but the message was not received until May 10th, with the result that business was no longer possible owing to an advance in price which had taken place in the meantime. To cable back asking for a higher price would be useless, as an

answer would not be obtained till the middle of June, when the price might not be any longer a business proposition. A HOPELESS POSITION.

It is satisfactory to know that the Manchester Chamber of Commerce is again taking the matter up with the Board of Trade. The Chamber has been pegging away at it for months. In a letter, dated May 13th, the President points out that the removal of restrictions on trade and the abrogation of Black Lists of foreign houses are advantages that are neutralised by "the really hopeless position of the cable service between this country and the Far East." He suggests that an aerial service might be arranged to connect up cables out of repair, and asks whether the censorship of business cables cannot now be relaxed.

I understand that pressure is to be applied on the Government if there is not a speedy improvement in regard to this most vital question of cable messages. It is futile to appeal to the business community to speed up production, and "get busy" as the Americans say, with overseas trade while Government Departments are permitted to monopolise the cables to the serious injury of the commercial interests of the country.

THE COTTON TRADE PROPOSAL.
At the time of writing, the Overseas Trade Department have not made up their minds whether the proposed Cotton Mission to the Far East and the United States will start or not. As you know, the idea is to send out a mission fully representative of the Cotton trade, including employers' and operatives' organisations and distributors, to inquire into the export trade in cotton textiles from the United Kingdom, and to recommend the steps which should be taken for its preservation and extension. The tour, which would occupy about nine months, would be under Government auspices.

Replying to questions in the House of Commons (May 15th) Sir A. D. Steel Maitland, Parliamentary Secretary to the Board of Trade, said he hoped it would be possible, with the co-operation of the cotton industry, to arrange for the dispatch of the mission. It would not be possible, however, to give the mission authority to negotiate agreements on the part of the Government. He added, however, that it was quite possible negotiations might come later.

It may be noted that the *Manchester Guardian*, the great organ of the cotton industry, is somewhat critical of the proposal. What is the good of an inquiry such as is proposed, it asks, and rather hints that it will not be worth the expense to the country. The paper adds: "There is, perhaps, some justification for studying the Dutch East Indies, China, and the Straits Settlements as markets, but to suppose that there are great possibilities in those countries which have not been explored is to assume that Manchester merchants are inefficient, and the public should have some evidence of that before they are asked to believe it."

THE CHINESE POST OFFICE.
The Chinese Post Office was the title of a lecture given before the China Society at the School of Oriental Studies by Mr. J. P. Donovan, the Chairman being Mr. Byron Brennan, C.M.G., who was Consul-General for several years at Shanghai till his retirement in 1901, and previously held special positions at Peking, Hankow, Tientsin. Mr. Donovan conceded a Government Courier Service in China of 3,000 years; and he had word to say for the private "le" who did their work well but disappear in time before the competition of the National Institution.

The fact was noted that the idea of a postal service on Western lines was projected by Sir Robert Hart in 1891, but it was not until 30 years later that the National Post Office was established. The lecturer expressed regret that the intention to establish a National Post Office was not included in the Chefoo Convention of 1878, because if that had been done there would have been no alien post offices in China to-day. In 1878 the Postmaster-General at Hongkong was anxious to withdraw the British postal agents.

In this connection Mr. Donovan said: "The aggressive policy of Germany cannot be accounted for in any other way than that she was determined to make preparations for the time when not only Tsingtau but the whole of the Shantung province would be included among Germany's possessions. She not only built a commodious and imposing post office at Shanghai in order to handle a comparatively small amount of mail matter, but opened post offices in other Treaty Ports where there were very few Germans, as at Ichang, where there was only one, and he was in charge of the German Post Office."

In a discussion which followed, the Chairman said one thing that impressed him was that the proportion of registered letters in China was 10 per cent., "a figure that seemed exceedingly high, and suggested the insecurity of the service." H.B.

FUTURE OF THE U.S. MERCHANT NAVY.

II. SHIPS AT HALF COST PRICE.

[BY ARCHIBALD HURLEY.]

The competition of American merchant shipping is not a matter of the indefinite future, but has begun. Indeed, it had started before even the armistice was signed, and considerable progress has since been made. Vessels under the American flag are now working on trade routes where American ships have never operated before—to the Dutch East Indies and China, for instance. Lines are now running to the East and West Coast of the American continent; the Pacific is being "filled"; the West Coast of Africa is being exploited; some notable ships are engaged in the Italian trade; and, of course, American ships in increasing numbers are passing in and out of British and French ports. We are confronted with nothing less than an attempt to restore the American merchant marine, which, before the Civil War, was "this country's most serious competitor on the sea. The newly-built ships, adequately and well manned, are making their furrows in every sea, and from the shipyards additional tonnage—its character still to be proved—is being turned out from week to week, while plans are developing for utilising on the trade routes the vessels now engaged in naval and military work.

As has been explained in a former article, the American shipbuilding effort, though it included a good deal of wooden and concrete tonnage, brought on to the seas an immense volume of steel construction. When the armistice was signed, the problem which had to be decided was how these ships should be used. The suggestion of a State-owned merchant navy, in any shape or form, was dismissed. The arguments are of interest to us, as we also have advocates of State ownership.

Mere mechanical efficiency of ship and shore plant, added to sound financial backing, is not enough. The man who enters the shipping business enters a battle against the wits of the world. He must have a genius for shipping. Fortunately the men now engaged in the shipping business in the United States are of that character. But there are not enough of them. We need many more. And it is clear that the number of such men can be greatly increased only upon conditions of private initiative. The shipping business is a business of infinite detail and infinite technique; yet it calls for great courage and wide-ranging imagination.

The formalities necessarily surrounding Government operations are not suited to the successful conduct of a shipping venture, requiring quick decision, sudden reversals of policy, and the assuming of great hazards. The successful shipping man in an emergency consults no book of rules. He consults only his wits. So it is contended that only under private operation may we expect a further increase in the number of small, independent, skilful ship operators, which we shall need more and more as the American merchant marine expands its activity upon the seas.

But the clinching argument is even more applicable to our own case: The establishment of a merchant marine under the American flag must take into account the difficulty of securing return cargoes. If ships must be brought back in ballast the business cannot be profitable. In order that a round trip may be made without a considerable portion of it being in ballast it may be necessary to engage in a triangular or polygon voyage. In order profitably to carry a cargo from New York to Australia it may be necessary also to carry a cargo from Australia to Japan, thence a cargo to the Cape Verde Islands, with the short return trip in ballast to New York. Such operations require a degree of special negotiation and freedom from control to which Government operations are entirely unsuited. They cannot be standardised. No rule can be laid down which a Government employer could follow, for the conditions are constantly shifting, and in this tripart business the competition of the whole world must be met, facility with facility and rate with rate.

A SHIPPING SUBSIDY.
In these circumstances, it was decided that "the ships should be sold to and operated by American citizens under no restrictions other than the terms of the bill of sale and the fixation of maximum freight rates." This decision having been reached, it was then determined that the vessels should be sold not for the sum they had cost to build, but "at a price which fairly reflects the current world market for similar tonnage." That is a very reasonable measure for the cost of construction in the United States was, on the average, about twice what it was in this country even under the conditions of war, when we were embarrassed in the matter of labour and material as the United States was not. So the difference between the cost of American tonnage and the price received for it will be written down as a war charge. It will amount to several hundred million dollars. Let that way American shipowners will start in competition without the handicap of high construction charges, which has hitherto tended to retard the building up of an American merchant marine. The scheme of sale, as outlined by Mr. Edward Hurley, the chairman of the United States Shipping Board, is so ingenious that it merits examination.

Twenty-five per cent. of the purchase price of each ship should be paid down, the remainder falling due and payable in graded annual instalments over a period not exceeding ten years. The Government should take and hold a mortgage for the unpaid balance, charging interest thereon at the customary commercial rate of 5 per cent. One-fifth of this interest, representing the difference between the customary Government interest of 4 per cent. and the customary commercial rate, should be paid into a Merchant Marine Development Fund to be described hereafter.

The purchaser should be required to agree to insure and keep insured with an American Marine Insurance Company, his equity in the vessel, and because the American marine insurance market has not at present sufficient resources to underwrite all the vessels the Government has to sell, the Government should carry in its own fund, as at present, but for purchaser's account, hull and machinery insurance covering that part of the vessel for which payment has not been made. Our experience in operation shows that the Government can carry this insurance for at least 1 per cent. less than the open market rate. However, it is proposed that the open market rate be charged, and that the difference be paid into the Merchant Marine Development Fund.

The Marine Development Fund, fed from various sources, is intended to play an important part in the restoration of the United States mercantile marine. It is to be "used to relieve such financial difficulties as may be encountered in the development of an adequate and well-balanced American merchant marine." Mr. Hurley estimates that on the basis of one billion dollars' worth of ships the Merchant Marine Development Fund would be \$15,000,000. "This amount, investigation convinces me, would be more than sufficient to care for all deficiencies likely to develop during this period." As an illustration of the uses to which this fund will be put:

It is foreseen that a number of trade routes important to the immediate or future welfare of American commerce must be established and developed. Some of these routes may not yield steamship operating profits until their existence shall have attracted an increased volume or better balance of trade. Revenue derived from the carriage of mail, and possible fees for the training of seamen and other officers, may partly compensate losses incurred on these routes.

Still, in cases where the Government sells a ship upon condition that it be operated in a route which may not prove profitable at once, it will be necessary to provide for the payment of defaulted interest from the Merchant Marine Development Fund, in the discretion of the Shipping Board or other Government agency, upon recommendation of the Board of Government Directors, until such time as the route may begin to yield profit.

When the ships in the route earn their annual interest rate and a profit, one-half the profit earned each year should be paid into the Merchant Marine Development Fund until all moneys drawn from the fund on account of the vessel in question shall have been replaced. The other half should go annually to the steamship stockholders.

From all this it is apparent that Mr. Hurley and his advisers have prepared an elaborate scheme for working the shipping which was produced under the war emergency, and which is still being produced. The plans provide for transferring all Government-owned vessels to private ownership on terms very advantageous to the shipping community, while keeping a certain measure of control over freights and other matters in the hands of the United States Shipping Board, with its Development Fund, from which grants can be made to lines opening up new and, for the time, unprofitable routes. Mr. Hurley and those associated with him hold that the United States is confronted with "a new age of ocean transportation as well as of world policy," and that "it is an age of promise for those who would participate in America's high destiny upon the peaceful seas." As to which, time will tell its own story.—*Daily Telegraph*.

SPORT.

TENNIS.

ST. JOSEPH'S COLLEGE v. 23RD CO. R.G.A.

The above match, in the Junior Tennis League, played at Happy Valley on Monday, was won by the College by 31 games. The results were as follows:—
A. A. Goldenberg and O. Ismail (S.J.C.) beat C.M.E. Talford and Sergt. Davis, 8-3; beat C.S.M. Pragnell and Corp. Baines, 7-4; beat Bdr. Amy and Lee-Corpl. Kirby, 10-1.

S. Bencher and J. Silva (S.J.C.) beat C.M.E. Talford and Sergt. Davis, 8-3; beat C.S.M. Pragnell and Corp. Baines, 7-4; beat Bdr. Amy and Lee-Corpl. Kirby, 6-5.
Ismail and Ismail (S.J.C.) lost to C.M.E. Talford and Sergt. Davis, 6-9; beat C.S.M. Pragnell and Corp. Baines, 7-4; beat Bdr. Amy and Lee-Corpl. Kirby, 6-5.

PURITY CROSS SAVOURIES

CREAMED SPAGHETTI au GRATIN is spaghetti in a Golden cream sauce with cheese, garnished with a touch of pimentos and mushrooms, per tin 35 cents.

GRACED SPAGHETTI is Graced with a finely seasoned tomato sauce, minced chicken livers, smoked ham and mushrooms, per tin, 35 cents.

CREAMED CHICKEN au KING is tender diced chicken and fresh mushrooms in a delicious golden cream sauce garnished with pimentos, per tin, 70 cents.

WELSH RAREBIT is exquisitely seasoned cream cheese—perfectly aged and blended with the finest materials of which a rarebit can be made, per tin, 50 cents.

LOBSTER au NEWBURG in enamel-lined containers its savoury sauce and perfection reflects the care with which its ingredients are chosen; in two sizes, per tin 50 cents and \$1.

LANE, CRAWFORD & CO.

Pianos
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\$10 per Month

Robinson's

Fook Lee & Co.

METAL & HARDWARE MERCHANTS
HOUSE & SHIP BUILDING MATERIALS.

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[101]

Wm Powell Ltd

TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTER



SEASONABLE
UNDERWEAR



Our Underwear is very carefully selected, the special weaves are not only porous and consequently cool, but absorbent, thus preventing chills. Call and inspect our samples or we shall be pleased to send them on approval.

NEW ADVERTISEMENTS

WANTED.

Young Lady seeks situation as Office Assistant, thorough knowledge of all kinds of Office work.
Reply to "A.B.C." Office.
Care of "Daily Press" Office.
[134]

SEIRE LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES
FROM LONDON, COLOMBO and STRAITS.

THE Steamship

"PEMBROKESHIRE"

Arriving from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by July 8th, 1919, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on July 8th, 1919, at 10 a.m.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, July 1st, 1919. [135]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOUSHING"

Arriving from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by June 30th, at Noon, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, June 25th, 1919. [114]

NOTICE TO CONSIGNEES.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer

"DEUCALION"

hereby notified that the Cargo will be discharged into Ho's Wharf, Kowloon, where it will be as Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 30th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Wednesdays between the hours of 10.45 a.m. and noon within the free storage period.
Claims will be admitted after the steamer has left the Godown.
All Goods, remaining undelivered on July 7th, will be subject to rent.
Claims against the Steamer must be presented to the undersigned on or July 21st, or they will not be recognised.

Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, June 30th, 1919. [122]

A. G. DA ROCHA.

NOTIONER, SURVEYOR AND GENERAL BROKER.

24, Des Vaux Road Central. Telephone No. 2321.

SALE OF GOODS

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INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that we have admitted ALFRED DAVID HUMPHREYS as a Partner in our Firm as from the first day of January, 1919.
W. G. HUMPHREYS & CO.
Hongkong, July 1st, 1919. [130]

NOTICE OF REMOVAL.

WE have this Day REMOVED Our Office to Alexandra Building, 1st floor.
J. GIBBS & COMPANY,
AND
GLOBE FURNISHING & EXPORT CO.
Hongkong, July 1st, 1919. [131]

ROYAL HONGKONG GOLF CLUB.

THE BIG COURSE at FANLING will be CLOSED from THURSDAY, July 3rd, until further notice.
The Nine Hole Relief Course will remain open.
BY ORDER OF THE COMMITTEE.
Hongkong, June 30th, 1919. [133]

JOHN MYERS & CO., LIMITED.

Westminster Bridge Rd., LONDON, England.
Merchants & Shippers.
Est. 1817.

Exporters of BOOTS & TEXTILES.

IMPORTERS of GENERAL GOODS.

Enquiries Invited [135]

TO LET.

NO. 8, MOUNTAIN VIEW, PEAK.
Rooms, Furnished or Unfurnished.
Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings. [118]

TO BE LET FURNISHED.

From July 1st.
NO. 7, MOUNTAIN VIEW, THE PEAK.
Apply to—
W. L. PATTENDEN,
GILMAN & Co., Ltd.,
84, Des Vaux Road Central. [117]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
FERCY SMITH SETH & FLEMING [132]

TO LET.

A FLAT in Nathan Road, Kowloon

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Road) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings [81]

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to—
"XYZ" Office.
Care of "Daily Press" Office. [134]

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 5 p.m. to the G.P.O. at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

PALACE HOTEL, KOWLOON.

Corner of Haiphong and Hankow Roads.

Tel. K. 2.

Two Minutes from Ferry and Railway Station.

This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.

Outside under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.

Special Arrangements for Families on Application to—

J. H. O'BERRY, Proprietor. [126]

INTIMATION



MOSCATINE

REGISTERED

THE ORIGINAL

INSECT REPELLER

A few drops sprinkled on the

hands, feet, nape of neck or about

the room give absolute protection

against

MOSQUITOS, SANDFLIES

and other insects.

Will not stain or injure the

most delicate skin

50 cts. \$1.00, \$2.50 per bottle

PREPARED ONLY BY

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY,

TEL. 16.

BIRTH.

JENNINGS—At the Peak Hospital, on June 28th, to Mr. and Mrs. J. S. JENNINGS—a son.

Hongkong Office: 104, Des Vaux Road, C. London Office: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 2ND, 1919.

JAPAN AND "THE HIDDEN HAND."

The boycott movement in China appears to have been made the most of by the Japanese Press correspondents in Peking and the ports. All the incidents were seized upon as illustrative not of the wickedness of the Chinese but of the secret propaganda of agitators, who were variously identified as "Bolsheviks, Americans, and even Britons. The little boys whom the Police of the Colony saw fit to charge with the offence of carrying umbrellas bearing a public notice swelled, in the Japanese telegrams, into a vast procession bent upon disorder if not upon destruction. It affords a curious insight into the Japanese temperament to discover that there has hardly been a mention in the Japanese Press that China was being in any way badly treated over the Shantung affair, or even that the Chinese had any mind of their own in the matter. Always the outside influence is sought—"the hidden hand" that is working against Japan in every country and which at every alarm arouses a demand for more munitions and more warships. A curious article lately appeared in one of the Tokyo reviews on the relations of China and Japan. It was a piece of special pleading, and the writer seems to have been totally unconscious of its humour. Japan had to guard herself, and she could not allow China to dispose of all her interests to the Western Powers, since this would prove a menace to her independence. Where China, through her weakness, created an opportunity for aggression it was Japan's duty to step in. The best way of keeping other people out of a vacancy is

to occupy it oneself, and thus Japan was in the unenviable position of being forced to assume an aggressive policy towards China. As soon, however, as China should show herself strong enough to guard her own possessions Japan would gracefully retire and hand everything back to her. The writer seems to have forgotten that certain events in Japan's recent history show that Japan is not so eager as he suggests to retire from positions once occupied. The protectorate over Korea, although it afforded Japan every protection, was followed by annexation and the establishment of autocratic rule. This is not very encouraging for the Chinese, who regard Japan's aggression not as a means to protect them from other Powers but as an effort to add to the power and prosperity of Japan. The Japanese claim that "Coddin's the friend, not Short" is one of which the Chinese see very little evidence in spite of all the Japanese protestations, and, judging from the latest reports from Japanese correspondents in China, even those Chinese who were formerly ready to give Japan the benefit of the doubt are now denouncing her. It was commonly supposed that the Southern leaders were friendly to Japan, or, to put it the other way about, that the people of Japan were more sympathetic towards the South than towards the North. It is true that a few years ago a weapon with which to attack the Japanese Government was its supposed sympathy with the North. As the Northern Government was the only one recognised by the Powers it was difficult to see how the Japanese Government could hold relations with any other governing body in China, but, as politics in Japan consist of the "outs" attacking the "ins" with any weapon at their command, the impression was created that while the Government was for the North the people were for the South. This was especially the case in the time of YUAN SHIH-KAI, who, proving able to fight Japanese diplomatists with their own weapons, was regarded by the Japanese as the essence of cunning and duplicity, in direct contrast to his opponents. As a result, the Chinese "rebels" always had a warm welcome in Japan—not officially, of course, but from leading Japanese publicists who happened to be out of office. Now that some of these "rebels" have proved ungrateful, the Japanese Press is reviling them, notably Dr. SUN YAT-SEN, who has been telling a Japanese correspondent that the Chinese agitation against the Shantung settlement is quite spontaneous; that it has not been fomented from outside, and that so long as Japan continues her present policy it is hopeless to expect any rapprochement between the two nations. Dr. SUN YAT-SEN can hardly expect to find an asylum in Japan again if he has been correctly reported. The amusing part of the whole agitation is that it is going on in the face of the League of Nations, which was devised and assented to by the Powers as a safeguard against aggression—to ensure the rights of all people to maintain their self-determination. Of course, the basis of the agitation is that Japan will not hand over Shantung to the Chinese Government without attaching a string to it in the shape of certain concessions, commercial and otherwise. This, it is feared, is to be Japan's price for having driven out the Germans. President WILSON seems to have agreed to the transfer being made through Japan owing to certain prior arrangements existing between Great Britain and Japan. Perhaps, also, he regarded the League of Nations as providing a safeguard that China shall not be unfairly treated in the transfer. Certainly the League of Nations was established to adjudicate on such matters, and if the Covenant cannot be applied here, then it is already a dead letter. Both sides, however, are acting as if the Covenant did not exist. The Chinese place no trust in it, and Japan appears disposed to ignore it.

Another matinee performance will be given by Bostock's Circus this afternoon.

Yesterday being a holiday there was a general exodus to the different resorts of the Colony. The Magistracy, contrary to custom, was closed for the day.

Mr. F. P. Lenfesty, of the Harbour Office, is returning to the Colony by the P. & O. *Nagoya*, due about July 20th. Mr. A. W. Daily, Boarding Officer, returns by the same vessel.

Lieut. Hermon White, of the 3rd Devons, who had been awaiting demobilisation in Egypt, has left for England. Before he returns to Hongkong it is likely that he will be married.

Sergeants J. Clark, A. Clark and Logan, of the Hongkong Police Force, who went Home in 1915 on active service, have been demobilized. They left England on June 5th by the P. & O. *Dunera* and are expected to arrive in the Colony during the next fortnight.

The Committee of the Khalsa Diwan, on behalf of the Sikh and Sundhi community have issued invitations to a tea party at Wiseman's Cafe on Thursday, the 10th instant, at 5 p.m., in honour of Mr. P. P. J. Wodehouse, D.S.P., who has had the order of C.I.E. conferred upon him.

By way of appreciation of the satisfactory services rendered to the Chinese Postal Administration for over 20 years by Messrs. Butterfield & Swire, Messrs. Jardine, Matheson & Co., and the China Merchants' S.N. Co., the Ministry of Communications has bestowed the insignia and diploma of the Honorary Ministerial Order of Merit on the following gentlemen:—Messrs. E. F. Mackay, John Johnston, H. E. Shadgett, W. F. Inglis, C. C. Boyd, Kwan-Chi-ming and Chun Chiu-tung.

In our report of the reception at Government House, on Monday, a line, we regret to learn, was omitted from the concluding portion of the speech delivered by H.E. the Officer Administering the Government. The correct version was as follows:—At the Armistice we were particularly mindful of the fighting men by land, by sea, and in the air, who by their supreme efforts had made victory possible. To-day let us remember those who have toiled to make the victory effective in an enduring Peace.

A fire which lasted for nearly two hours broke out in No. 30, Shaokiu Road, a three-storied building used as a godown for the storage of miscellaneous articles. The outbreak originated on the ground-floor and the flames were noticed by an "Indian" watchman, who raised an alarm. The Fire Brigade and Police attended and had the fire under control in the time stated. Some coolies were working in the building but succeeded in making their escape. The extent of the damage is not known, but the godown was insured in local Companies for over \$49,000.

Detective-Sergeant Cockle, of the No. 2 Police-station, arrested an armed Chinese in the early hours of yesterday morning at Kowloon City. Information was received by the Police that an armed robbery was about to be committed, and Sergeant Cockle was assigned the task of frustrating the scheme. He secreted himself in a tea-house, and, a few minutes later, noticed a man moving about suspiciously. When the man attempted to climb up a staircase the Sergeant arrested him and found him in possession of two revolvers. The man is believed to be one of a gang of robbers who have been recently rounded up by the Police. He will be charged at the Magistracy, to-day, with being in unlawful possession of lethal weapons.

THE EMPIRE REVUE COMPANY.

On its merits as the promoter of spontaneous, healthy laughter, the revue "Let's Go," which was presented by the Empire Revue Company at the Theatre Royal last night, deserved much better support than it received. It is certain that if the Company had opened their season with a revue they would have enjoyed greater success, as last night's entertainment, for instance, was in many respects more attractive than any similar production in this Colony. There were only rare intervals last night when the audience were not laughing at the drolleries of George Ross. Miss Edyth Hyland as the "leading lady" in the first part, when she also came on as a "Kirchner girl," and as the chanteuse in the second part, was a great favourite. "Let's Go" is to be repeated to-night and can be confidently recommended to those who have not yet seen it.

TROPICAL ALLOWANCE.

In addition to the Jerram Committee awards already announced, it is stated that the allowance for seamen in the tropics is to be extended to all engine-room ratings or officers' cooks and ships' cooks ratings, including Maltese, but not including Chinese, Goanese, etc., and is to be paid at the flat rate of 1s. 6d. per day whether at sea or in harbour, under the same geographical conditions as at present.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, June 19th.

POLITICAL.

President and Parliament are engaged in another struggle. It is, perhaps, more good-natured than previous conflicts. The President having been convinced that it is the wish of the people that he should remain in office, naturally desires to have a Premier and a Cabinet who will assist him in the great task of re-uniting the nation. His selection is Chow Shu-mu, who was councillor under him when Hsu Shih-chang was Viceroy of the Three Provinces, a man with kindred literary tastes; but Parliament, as dominated by the Anfu Club, prefers a member of its party. If the President persists in his choice, as he doubtless will—he can always apply pressure by threatening to resign—Chow Shu-mu will form a coalition Cabinet. This result is the more probable by reason of the wiser counsels which are being heard in the Anfu Club advising representation being given to other interests, or, as it is sometimes more crudely put, "dividing the spoils." The Anfu Club will make a bid, however, for the portfolio of the Ministry of Communications, and this may be the price for their acceptance of Chow Shu-mu as Premier. Other names mentioned are Tien Wen-tieh, Minister of Agriculture and Commerce, and Wang I-tang, Speaker of the House of Representatives, but they are doubtless mere stalking horses.

PEACE IN SIGHT.

Domestic peace would seem to be in sight. Prominent men have come up from the South, and exchanges of views have resulted in a better understanding, which is expected to lead to the early resumption of the Shanghai Peace Conference and a successful issue. Acting Premier Kung is authority for this expression of optimism. May it soon be justified. Among the men who are here from the South are Dr. Lew Yuk-lin, formerly Minister to London, who has been residing at Macao for some time, and Ah Lo, who has been in Hongkong for several years.

THE STUDENTS' QUIET.

The students are quiescent. Their organisation is still effective and may become active again, but the young men seem to realise that they have accomplished their immediate object in rousing a national expression of opinion which resulted in the expulsion of three notorious pro-Japanese from public office. Care, however, must be taken lest their organisation be captured for party purposes by designing politicians. Happily, their chief concern at the moment is to secure the return of Tsai Yuan-pai to the Chancellorship of the University.

MONGOLIAN UNREST.

Much interest is being taken in the appointment of Little Hsu to command the forces defending the northern frontier. I understand that there is considerable disturbance in Inner Mongolia, which justifies military action, and a big movement of troops in that direction may be anticipated. Already several divisions have proceeded Kalganwards.

THE EIGHTH YEAR LOAN.

Rumour has been suggesting that the Eighth Year Domestic loan was to be increased to \$200,000,000, and that the difference was to be taken up by Japanese. This is not correct. The Minister of Finance informs me that the issue of national bonds will be utilised in part for the payment of official salaries and in part for meeting military expenses.

MISCELLANEOUS.

Malini gave a successful performance in the Peking Club. He hopes to perform before the President.

The overdue rain has come at last. It rejoiced the hearts of all.

Peking's foreign community is sympathising with Mons. Picard-Destelan, Associate-Director of Posts, in the loss of his wife, and with Mr. Osmond Hill, of the Customs, who has suffered a similar bereavement.

WHEN CRICKET WAS A CRIME.

Many may be surprised to learn that until a century and a half ago the national game was treated as a crime. Under a statute of Edward IV. cricket was prohibited because of its interference with archery, and any person playing it was liable to fine and imprisonment. For a time the law was rigorously enforced, and not until the formation of the Hambledon Cricket Club in 1749 was the statute repealed.

SIGNING OF THE PEACE
TREATY.REPORTED ESCAPE OF EX-CROWN
PRINCE FROM HOLLAND.GENERAL DENIKIN'S MAGNIFICENT
VICTORIES.ESTHONIAN SUCCESSES AGAINST
THE GERMANS.HUNGARY'S ATTITUDE AROUSES GRAVE
SUSPICION.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE PEACE TREATY.
THE SIGNING CEREMONY.

PARIS, June 28th.

A Havas message says:—
The ceremony at Versailles will be of a simple character. There will be no speeches.

No incident of any importance is expected, in spite of the fact that the Chinese delegates have made known their intention to sign only with reserves concerning the cession of Kinn-chau to Japan.

The signature of the Treaty will by no means lift the blockade or free German prisoners now in the Allies' hands. These matters can only be considered when the Treaty has been ratified by the German Parliament and the Allies.

FIRST OFFICIAL CELEBRATION OF
SIGNING OF PEACE.

PARIS, June 27th.

A Havas message says:—
President Wilson was the guest, on Thursday evening, at a dinner given by President Poincaré, at the Elysee, on the occasion of the first official celebration of the signing of peace.

All the delegates of the Allied nations were present.

President Poincaré, proposing the toast of President Wilson, said that France would never forget the collaboration of America in the battlefields, and in the elaboration of humanity's new charter. Henceforth, the friendship between America and France would be of a more intimate and sacred character.

President Wilson, replying, said that the wrong done by Germany, in waging war, was a great wrong, but it warned the world that they should band themselves together in order that such a wrong would never be perpetrated again. It was a warning to all other nations that would do similar things—that they would be vanquished and shamed.

PEACE HOLIDAY IN PARIS.

PARIS, June 28th.

A Havas message says:—
To-day Paris is enjoying a big holiday. The cafes will remain open till one in the morning.

THE NEW GERMAN DELEGATION.

VERSAILLES, June 28th.

It is believed that the new German Peace Delegation will consist of Herren Mueller, Giesberts and Leinert.

GERMAN FEELING EXPRESSED IN
NATIONAL ASSEMBLY.

BERLIN, June 23rd.

In the National Assembly, Dr. Bauer, to-day, referring to the demand for unconditional signature, said that his defeated nation was being violated body and soul to the horror of the world. "Let us sign, but it is our hope to the last breath that the attempt to wound our honour may one day recoil on the authors."

Dr. Bauer assumed that the Assembly still authorised the signature. There were protests from the Right and a vote was taken, resulting in the affirmation of the authorisation.

The President of the Assembly, Herr Fehrenbach, in a brief speech, commended the unhappy Fatherland to merciful God.

It was afterwards announced that the Party leaders had agreed to a proclamation to the Army stating that the nation expected the Army and the Navy, whose honour was chiefly affected by the Treaty, to give an example of self-denial and self-sacrifice, and co-operate in the labour of rebuilding the Fatherland.

FRENCH VICTORY CELEBRATIONS.

PARIS, June 27th.

Peace and victory celebrations are to take place throughout France on July 14th. Official preparations are being made on a vast scale.

ROWDY DEMONSTRATIONS IN
BERLIN.

BERLIN, June 25th.

Rowdy midnight demonstrations took place last night, arising out of the acceptance of the Peace Treaty.

The mob assaulted and robbed pedestrians and maltreated soldiers. Repeated firing from the roofs by soldiers, cleared the Alexander Platz.

Bands of robbers plundered shops near the Stettin railway station, and attacked travellers.

They also held up the tram-cars, deprived passengers of their pocket-books, and took off the rings from women's fingers.

Later, 4,000 workmen in the Gruenewald railway workshops struck work. Troops are protecting the railway stations.

GERMAN PEOPLE'S REQUIREMENTS.

BERLIN, June 24th.

The Government has issued a proclamation to the German people stating:—

"The first requirement is the fulfilment of the Treaty obligations; the second, work; the third, faithfulness to duty. The only way out of the darkness of this Treaty is the preservation of our Empire and our nation by unity and work."

FATE OF GERMAN ARMY
OFFICERS.

BERLIN, June 24th.

The Tages Zeitung reports that certain Army officers have telegraphed to Herr Noske, declaring that they will forcibly resist the extradition of General von Ludendorff.

An Army Order states that Herr Noske continues to stand for the rejection of the Treaty and will endeavour specially to protect the honour of the Army and its leaders, which will be threatened by the acceptance of the Treaty.

It is understood that these measures were discussed at a special military conference to-day at which Herr Noske, Herr Reinhardt, and Herr Lettitz were present.

LATEST CABLES.

HUNGARY.

ATTITUDE AROUSES SUSPICION.

LONDON, June 29th.

The attitude of Hungary has aroused very grave suspicion. Nationalist elements, influenced by the Bolsheviks, M. Samueli, M. Lenin's Moscow emissary, oppose the Hungarian Commander, General von Boehm, who has expressed his willingness to comply with the Allied demands.

M. BELA KUN'S DOUBLE GAME.

M. Bela Kun is evidently playing a double game, and is attempting to cover his failure to comply with the Entente demands by specious and unconfirmed stories of Czech attacks, while, all the time, preparing for a sudden, shattering blow against Czech-Slovakia; and relying on its success to preserve him from the consequences of disobeying the Allies' orders.

THE EX-CROWN PRINCE.
REPORTED ESCAPE FROM
HOLLAND.

PARIS, June 27th.

The reports that the ex-Crown Prince has escaped from Holland has caused considerable excitement in Paris. Well-informed circles regard the event of considerable significance.

AUSTRIA'S PEACE TREATY.
DEBT TO BE SHARED BY THE OLD
EMPIRE.

PARIS, June 28th.

A Havas message says:—
The Supreme Economic Council has decided that the Austrian debt must be shared by the nations which formed part of the Empire. Therefore, Italy is to pay a share of this debt.

PEACE WITH TURKEY.
THE TURKS' AMAZING DEMAND.

PARIS, June 25th.

A Havas message says:—
The Turkish representatives have handed to the Peace Conference an amazing Note, insisting on the complete unity and independence of the Turkish Empire.

It is more than certain that these Turkish claims will receive no consideration.

ITALY.

NEW DELEGATION AT PEACE
CONFERENCE.

ROME, June 24th.

The new Italian Delegation at the Peace Conference is composed of Signor Tittoni, Foreign Minister, chief of the Delegation, Senators Scialoja, Ferrarini and Marconi, and Deputy Crespi.

FIRM DEMAND FOR ADHERENCE
TO PACT OF LONDON.

ROME, June 25th.

In the Senate, Signor Tittoni said that the Government remained firm in its demand for the application of the Pact of London.

He said that Italy's foreign policy must henceforth be a popular policy.

He would seek the Allies' consent to communicate to Parliament the text of the Pact of London. They would defend Italy's just cause vigorously and tenaciously, believing that the Allies attached value to Italy's friendship, as Italy valued theirs.

The compensation offered by Great Britain in Africa was satisfactory, but that offered by France should be increased.

THE SCAPA FLOW INCIDENT.

FRANCE INSISTS ON COMPENSA-
TION.

PARIS, June 25th.

A Havas message says:—
According to the latest information regarding the scuttling of the German Fleet at Scapa Flow, it has been definitely established that there was collusion with Berlin.

The Council of Four is unanimous in believing that special compensation should be demanded from Germany.

The Council is examining the possibility of imposing such a penalty as will impress the German mind.

France is fully resolved to exact from Germany the fullest reparation.

The French Press demands that Germany should be made to pay sums necessary to replace the 400,000 tons sunk, and, as a reprisal for the destruction of the French flags, the removal of the "Germania" monument at Niederwald is suggested.

EXPLANATION IN THE HOUSE OF
COMMONS.

LONDON, June 24th.

The House of Commons resumed, to-day, after the Whitman adjournment. Replying to Mr. G. Lambert, Mr. Walter Long said that the Admiralty was waiting the Commander-in-Chief's report regarding the Scapa Flow occurrence.

Rear-Admiral von Reuter had admitted that he personally ordered the sinking of the warships, believing that the Armistice ceased at noon on June 21st. He would have encountered no difficulty in circulating orders, since he was allowed to visit the ships for the purpose of maintaining discipline there. (Laughter.) When so doing, he was conducted to and fro in a British boat. (Laughter.)

The following was the present position:—Ten battleships sunk, one afloat; five battle cruisers sunk, eight light cruisers sunk, three destroyers; thirty destroyers sunk, two afloat, eighteen beached.

It was impossible to say whether the sunken ships could be salvaged or to what extent they would interfere with the anchorage or the channels until the salvage expert's report had been received.

BOLSHEVISM IN GT BRITAIN.
STATEMENT IN THE HOUSE OF
COMMONS.

LONDON, June 24th.

In the House of Commons, replying to Mr. L. Lyle, Mr. E. Shortt said that the Police possessed recent evidence of Bolshevik activity in Great Britain, but it was undesirable to publish the details of such evidence at present or state the steps being taken to stamp out Bolshevism.

INDUSTRIAL UNREST.

Replying to Mr. Lyle, Sir Robert Horn said he was not aware of special evidence that industrial unrest was directly promoted by Bolshevik activity. The latter was widespread, and was constantly proceeding.

BRITISH LABOUR.

SOUTHPORT CONFERENCE
DECISIONS.

LONDON, June 24th.

A Labour Conference at Southport has passed a resolution protesting against the Government's preventing of certain French delegates attending the Conference; also protesting against the Canadian Government's attempt secretly to deport certain British-born Labour leaders for participating in the recent industrial dispute in the Dominion.

The Conference urges that the Imperial Government use its influence to prevent the Canadian Government from proceeding with such a step.

M. CLEMENCEAU.

NO DEFINITE NEWS OF HIS
RETIREMENT.

PARIS, June 25th.

A Havas message says:—
When M. Clemenceau paid a visit to the Chamber of Deputies, he was questioned about the rumours of his approaching retirement. He gave no definite answer.

Concerning the general election, he said it would take place at the end of September or the beginning of October.

GEN. DENIKIN'S ADVANCE.

SITUATION OF BOLSHEVISTS
INCREASINGLY SERIOUS.

LONDON, June 28th.

Reuter learns that General Denikin's advance, up to June 1st, resulted in the freeing of 70,000 square miles, and the capture of 50,000 prisoners, 30 guns, 700 machine guns, and 300 locomotives.

It is estimated that the reconquered territories will yield General Denikin 250,000 recruits, which is considerably more than his present force.

General Denikin is now 60 miles from Tatrakhan. He has reached the Don 50 miles north-west of Tsaritsyn; also Polograd, 30 miles from Ekaterinoslav.

He is threatening the railway connections between the Soviet troops in the Crimea, who hurriedly evacuated Fiodosia and retired towards the Tishmuses connecting the Crimea with the mainland of Russia.

The whole situation on the south front is becoming increasingly serious for the Bolsheviks. The whole of the valuable coal basin of the Donetz, whence the Soviet drew most of the coal for the railways of Russia, is now in General Denikin's hands.

Moreover, General Denikin's advance, combined with the chaos in the Ukraine, will result in depriving the Bolsheviks of the most fertile granary in Russia.

The Bolsheviks will not be entirely compensated by the retreat of General Koltz from the rich Kama country.

POLAND.

THE CAMPAIGN AGAINST TYPHUS.

PARIS, June 24th.

The Supreme Economic Council has decided to recommend to the Liquidation Boards of the various Governments that they provide the Polish Government all available supplies needed by the Polish Health Department for the campaign against typhus.

WAR AGAINST THE UKRAINIANS
RESUMED.

LONDON, June 28th.

Reuter's Agency learns, authoritatively, that the Armistice recently reached between the Poles and the Ukrainians has been ruptured, and that war continues.

The Poles aver that General Petliura is co-operating with the Bolsheviks, under German instigation.

ANTI-JEWISH POGROMS
EXAGGERATED.

Although many Jews have been killed and wounded at Vilna, Pinsk and Krakau, in the course of street fighting, Entente representatives in Warsaw agree that the reported pogroms have been grossly exaggerated, and in no way correspond to the facts.

ESTHONIA.
SUCCESSES AGAINST THE
GERMANS.

LONDON, June 24th.

An Esthonian communiqué states:—
In the direction of Wenden, a fierce battle is raging, in which the enemy is attacking.

The Esthonians have captured Widrich and Loddiger and are continuing their counter-attack.

The enemy broke through, on June 21st, the front held by a Lettish Regiment, and reached Metemoula. The Esthonians hurried up and caused heavy casualties among the enemy, who was compelled to beat a hasty retreat. The Esthonians captured four guns and many machine-guns.

Captured documents disclose that detachments of the Imperial German "Iron" Division are fighting with the Baltic landwehr.

The enemy is attacking along the whole frontier.

Later, Wenden and Rospa were captured by the Esthonians. German airships were shot down.

GERMANS ORDERED TO CEASE
ADVANCE.

LONDON, June 24th.

In the House of Commons, replying to Commander Kenworthy, Mr. Cecil Harmsworth said that Marshal Foch had ordered the Germans to cease all further advance northward towards Esthonia.

He had also ordered the immediate evacuation of Windau and Libau, and the complete evacuation, as soon as possible, in accordance with Article Twelve of the Armistice, of all territory comprising part of Russia before the war.

EUROPEAN FOOD PROBLEM

PROGRESS IN ALLIED RELIEF
MEASURES.

PARIS, June 24th.

Mr. Charles Hoover has submitted a report of the progress made in relief measures.

During May, 168, shiploads of food were distributed to 17 countries, under a relief value of \$163,975,000.

The great majority were supplied upon credit, and, to some extent, upon charity.

May's figure compared with 691,843 tons distributed in April, to a value of \$147,800,000.

During May, progress was made towards remedying the terrible situation in Armenia and the Baltic States.

The organisation of the wholesale feeding of under-nourished children is now complete. Four million children are being served. Mr. Hoover is confident that the completion of this task will be reached by harvest-time, without preventable loss of life.

LITHUANIA.

ALLIES TO SUPPLY RAILWAY
MATERIALS.

PARIS, June 24th.

It is officially stated that a meeting of the Supreme Economic Council was held to-day, to consider steps to be taken in view of arranging for the provision of locomotives and rolling stock to Lithuania.

The proposed co-operation was agreed, and large orders were at once given by the American authorities for machinery and plant. By July, 1918, the production of belium in moderate quantities was accomplished, and from that time onward the possibility of securing large supplies was assured.

At the same time, all the practical details of the production of belium-borne airships and their navigation were developed by the Airship Production section of the Navy. Also under the direction of Professor McLennan, steps were taken to erect and equip a station for inflating the belium which might become contaminated in service. Experiments were also made with the object of developing the possible technical and scientific use of belium. The progress made by the time the armistice was declared warrants the opinion that at the end of another year large quantities of belium would have been produced in Canada at low cost, belium-filled airships would have been in service, and great strides would have been made in exploiting the technical and scientific uses of the gas. This is a wonderful achievement—an achievement which before the war would have been accounted as impossible even by scientific men. That it has been accomplished is due to the enterprise of the Admiralty and the expert knowledge and skill of Canadian scientists and his colleagues.

RACING AT HOME.

RESULT OF THE "NORTHUMBER-
LAND PLATE."

LONDON, June 28th.

The race for the "Northumberland Plate" resulted as follows:—

TRESTLE 1
TOM PEPPER 2
RAMDA 3

Six horses ran. Won by 1½ lengths, five lengths separating second from third.

The betting was as follows:—Trestle, 6 to 1; Tom Pepper, 7 to 4; Ramda 7 to 4.

THE "NEWBURY CUP."

The "Newbury Cup" race resulted as follows:—

ARION 1
LAKE VAS 2
JUTLAND 3

Five ran. Won by five lengths, a head separating second from third.

The betting was as follows:—Arion, 5 to 3; Lake Vas, 10 to 8; Jutland, 2 to 1.

THE NEW TRIPLE ALLIANCE
BETWEEN AMERICA, BRITAIN AND
FRANCE.

PARIS, June 24th.

A Havas message says:—
It is probable that the Triple Alliance, pledging the United States to come to the aid of France should many make another unprovoked attack, will be signed by President Wilson to-day. If it is not ready to-day, Mr. Lansing will sign it later.

The Treaty will remain in force until France is convinced that the League of Nations offers her sufficient protection.

THE SILVER MARKET.

A SLIGHT DROP IN THE PRICE.

LONDON, June 25th.

Silver is quoted at 53½d. buyers and 53½-54d. sellers.

There has been a falling off in China buying from America.

The market is quiet.

FINLAND.

THE NEW REPUBLIC
CONSTITUTED.

HELSINKI, June 24th.

A Bill constituting the Republic of Finland was passed at the Landtag by 138 votes to 22. It is reported that Herr Mannerheim will stand for the Presidency.

CRICKET AT HOME.

SUSSEX DEFEATS OXFORD.

LONDON, June 24th.

Sussex beat Oxford by an innings and 145 runs.

The Warwick v. Surrey and the Worcestershire v. Gloucestershire matches were drawn.

GAS FOR AIRSHIPS

NEWLY-DISCOVERED PRODUCT.

Everybody knows that the Zeppelins failed in the war owing to their vulnerability, due to their being filled with hydrogen. German chemists failed to find a substitute, but the British Admiralty has found one, and has arranged for its production in large quantities.

The Canadian Mission, whose offices are in Regent-street, state that belium has been found in Canada. Next to hydrogen, this is the lightest known gas. Helium is most suitable for filling airship envelopes, in that it is non-inflammable and non-explosive, and if desired, engines could be placed within the envelope and a smaller internal envelope could contain the gas. By its use it is possible to secure additional buoyancy by heating the gas, and this fact may possibly lead to considerable modification of airship manoeuvres and navigation.

The loss of gas from diffusion through envelope is less with belium than with hydrogen, but, on the other hand, the lifting power of belium is 10 per cent. less than that of hydrogen.

It became evident from preliminary investigations made by Sir Richard Threlfall, and from calculations submitted to him as to cost of production, manipulation, etc., that there was ground for believing that belium could be obtained in large quantities at a cost not prohibitive.

Professor J. O. McLennan, of Toronto University, was invited by the Board of Inventions of the Admiralty in 1915 to determine the belium content of the supplies of natural gas within the Empire, to carry out a series of experiments with the belium available, and also to work out all technical details regarding the production of the large scale of belium and the purification of such supplies as might be secure. In the course of investigations it was found that large quantities of belium were available in the natural gas in Ontario and Western Canada, which could be produced at the cost of 1s. per cubic foot. In the summer of 1917, when the United States decided to enter the war, and when the investigations of Professor McLennan were well under way, proposals were made to the authorities in the United States to co-operate by developing the supplies of belium available in the United States. These proposals were made on behalf of the Admiralty, through the Board of Inventions and Research, by Sir Ernest Rutherford, and a special Commission consisting of Commander Bridge, Lieut.-Commander Lowcock, and Professor John Satterly. The proposed co-operation was agreed, and large orders were at once given by the American authorities for machinery and plant. By July, 1918, the production of belium in moderate quantities was accomplished, and from that time onward the possibility of securing large supplies was assured.

At the same time, all the practical details of the production of belium-borne airships and their navigation were developed by the Airship Production section of the Navy. Also under the direction of Professor McLennan, steps were taken to erect and equip a station for inflating the belium which might become contaminated in service. Experiments were also made with the object of developing the possible technical and scientific use of belium. The progress made by the time the armistice was declared warrants the opinion that at the end of another year large quantities of belium would have been produced in Canada at low cost, belium-filled airships would have been in service, and great strides would have been made in exploiting the technical and scientific uses of the gas. This is a wonderful achievement—an achievement which before the war would have been accounted as impossible even by scientific men. That it has been accomplished is due to the enterprise of the Admiralty and the expert knowledge and skill of Canadian scientists and his colleagues.

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WHEN WOUNDS HURT.

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"It is upon an adequate and suitable education that the social well-being of the community largely depends. The formation of this character in the rising generation is in the hands of the teachers, and the nation owes a debt of gratitude to those who, during the war, with decreased staffs and in the face of many difficulties, carried on the children's education. I am glad to have an opportunity of paying a tribute to their devotion.

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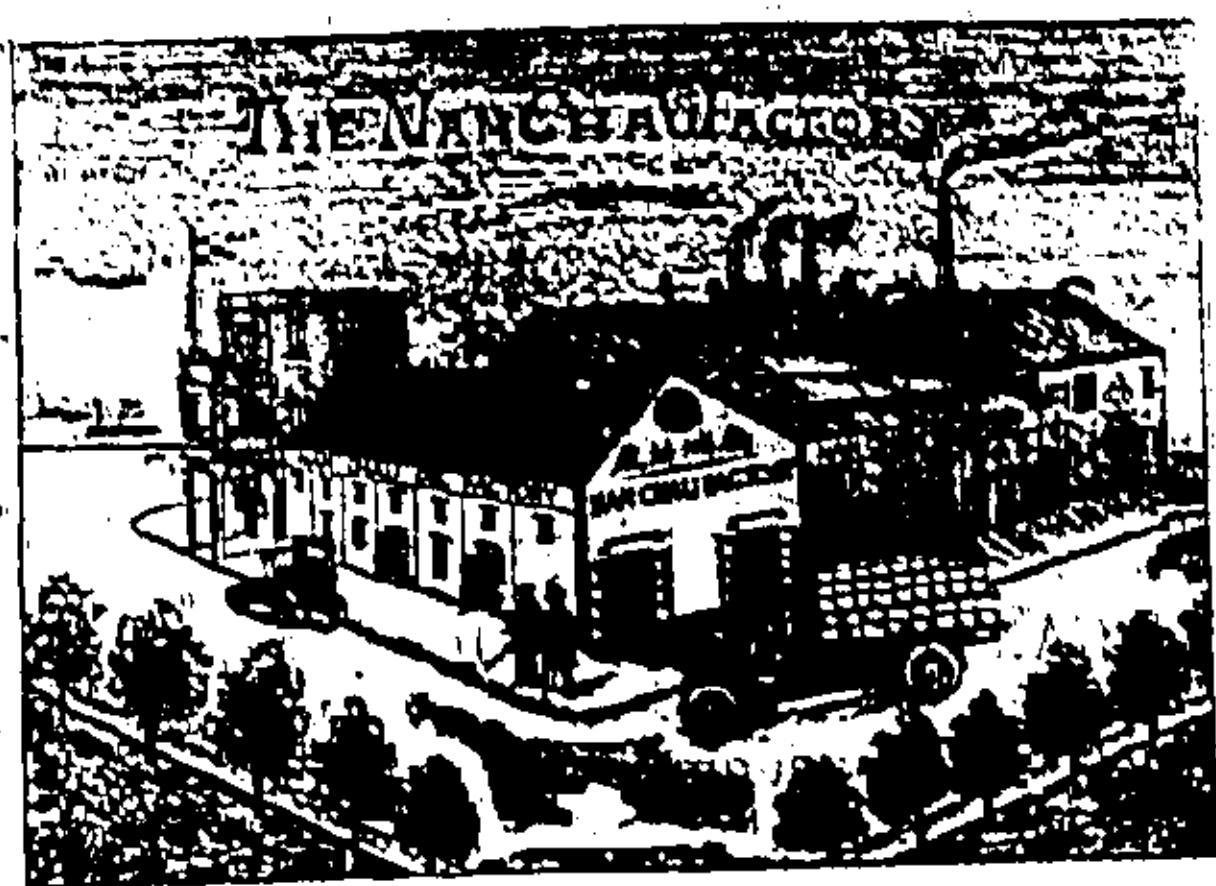
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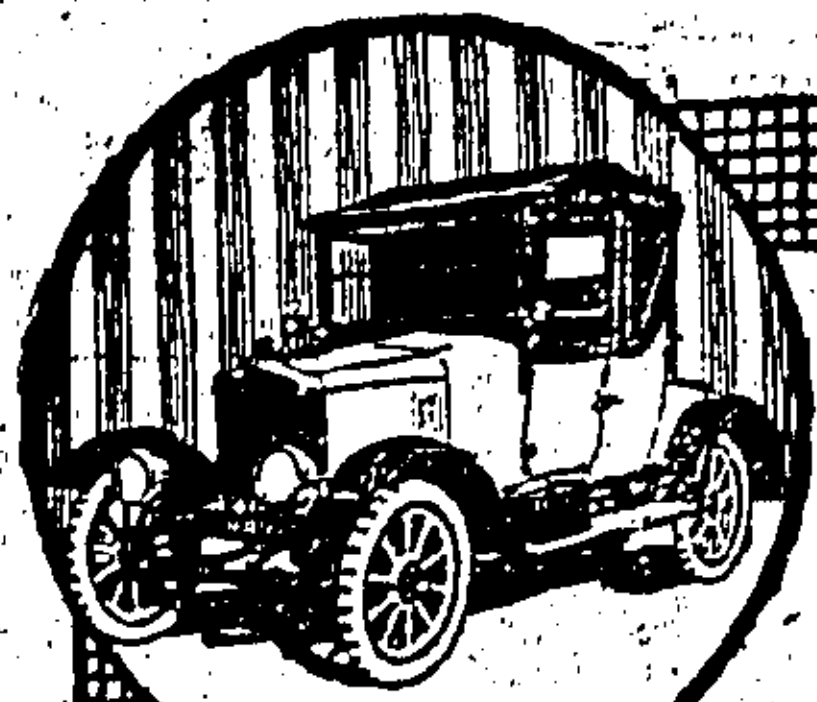
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RECONSTRUCTING EUROPE. SIR AUCKLAND GEDDES' APPEAL TO BUSINESS MEN

The jubilee of the Iron and Steel Institute was celebrated by a great banquet at the Guildhall, on May 25th, the company numbering over 400.

The Lord Mayor, replying to the toast of his health, said he thought that sufficient recognition was not given by the public to the men whose abilities were devoted to the research and to the performance necessary to the vast and vital industries which were represented by the institute. Our nation industrially relied to a very great extent upon the intellect and ingenuity and executive gifts of the men in control of our iron and steel products. Industries looked to them for the fullest aid in the international competition which would be, in increasing volume, a condition of our commerce in the future. It was fitting, therefore, that it was considered an honour to the Corporation, that they should welcome those whose services they esteemed so highly, and to whose continued leadership in one of the great key industries they confidently committed themselves.

PEACE, PROGRESS, PROSPERITY.
The President, who was received with loud cheers, proposed "Peace, Progress, and Prosperity." He said: The task of men of goodwill is made more difficult by many weak and short-sighted folk who imagine that they possess an infallible nostrum, a special device, obtaining in every case and under every circumstance. However, the mass of French and British working men know where their true interests lie, and instinctively distrust day-dreamers. They fervently look forward to a satisfactory social order without revolutionary crises and civil wars. Is the task impossible?

What seems indispensable is that the greatest possible number shall be able to live on the bare necessities of life, but also of a certain surplus which, however slight, yet allows a man to practice thrift and to feel he is captain of his own soul. It is this that infuses life into the minute groups whose assemblage constitutes a modern State. Let us, give our minute groups unlimited range of action in the Community, entire political power, and few will succumb to their enemies, weariness, or doubt, because they will see the direct outcome of their effort, enjoy the fruit of their work, and feel the necessity of those elements of order that make all the difference between happily thriving associations and the human herd to which Bolshevism reduces mankind. Progress should mean increasing the direct interest that each member of these groups has in the prosperity of the whole. In our large manufactures the seemingly most insignificant labourer, the mere cogwheel in an intricate machinery, should have it brought home to him in the most emphatic manner that masters and men are linked together by the strongest of ties, community of interest. He should take to heart, as he would his personal concerns, the successes and the reverses of his own establishment. (Cheers.) The end is not yet in view. It will take a long time for the great mass of working men to form an accurate and unprejudiced estimate of what should be the aims and objectives of capital and labour. The chief point is not to frame clever scales of wages, but to effect a transformation in habits of thought; a transformation to be accepted without constraint, under the impulse of common sense on the simple view of facts set forth without pedantry or pseudo-science. The task necessitates infinite tact on the part of those to whom it is entrusted—our younger civil engineers. (Hear, hear.) I am convinced that the natural sociability of our races, their innate frankness and loyalty, and their high-mindedness, are pledges of success with British and French working men. We must indicate the errors which lie at the root of tomorrow's relations between the mass of workingmen and their employers can be brought about only by educating both classes. The future captains of the industry must learn to know their own men, and the working-men must be able to judge their employers otherwise than by hearsay. The two classes must learn to know and trust one another. If many of our countrymen have learned how to deal with the human mind or are familiar with the psychology of the masses? To obtain the desired result, there is only one way; our engineers must include in their training a few months' probation in the workshop, as ordinary workingmen, and they must never lose the benefit of their mingling with the men, but must remain in close touch with them.

Sometimes their empire knowledge is keener than that of scientists. But the young engineer will chiefly learn all about their ideas, even their prejudices, and in due time, by interpenetration of the two classes, a great step will be taken towards a better understanding. It remains with us to set free many talents at present shut up in the "pineria" of the social world, and entrust them with the task of sorting human molecules and banding together, into brotherhoods, men of goodwill. Since the teaching of history and the example of observable natural phenomena lead us to place our trust in progress, let us be convinced that our task does not exceed our strength. What we are striving for is obtainable, especially as our two nations will remain united. Both Great Britain and France issue from the fiery ordeal of battle, purged of their old rivalries and jealousies. (Cheers.) Not one of us could cast a steel chain harder and stronger than the feeling of close comradeship that has grown up between British and French soldiers during the memorable years of common hardships, common dangers, and common sufferings. An alliance such as that of Great Britain and France is unexampled in history; in it lies our best hope for the future. (Cheers.)

PROBLEMS OF THE FUTURE.
Sir Auckland Geddes, Minister of Reconstruction, said he was much struck by Mr. Schneider's definition of a State as an assembly of groups, for that embodied one of the newer thoughts with regard to organisation. He believed the stable and democratic State of the future would be a group of groups. As the president spoke, continued the speaker, "the curtain of the future rolled up before my mind. At the present moment we are

surrounded by problems which seek instant solution. Our whole life has been disorganised, and we cannot hope in one moment to fall into the new organisation. We have to re-open our shattered ranks in some form familiar to the rank and file, otherwise we might have disaster. At this moment there are hundreds of people throughout Europe faced by ruin and starvation if we do not get life started once more by streams of trade flowing through the market of the world. This is not the time to grieve, it is the time to act with such knowledge and intelligence as God has given us. There are centres of diseased mentality which are growing, which may spread and coalesce, and affect vast areas of Europe, and if that happens there will be destruction within the area affected by that disease.

Lately he had spoken to men who had come back from Russia, Germany, Austria, and from the new States which were arising. In substance they had said: "We have seen a dying world—countless people workless and starving, simple people who cannot understand the fate that has come upon them. Men and women who had come to him had said: 'Won't the Englishmen, won't the Frenchmen, won't the Americans, help us to get back to life, for if this goes on there is nothing for us but to die, literally to die of starvation!' In that great dying body in Europe they heard a strange movement, strange cries coming from the suffering millions. Peace was an urgent need for Europe, and with peace trade, because without the streams of trade overflowing throughout the markets of Europe what was there for all these people to look forward to but death? They are the children of your industry, the children of steel, steam, and credit, and on you lies the burden in this country, in France, and in America, on all the merchants, manufacturers, and business men, and through you follows that physical salvation which alone can be found for Europe. "More menacing to us were the storm-clouds gathering over Asia, and religious fervour was being stirred in all those lands which were looked to as the seat of the Caliph. Starving people now, as ever, were likely to burst forth and raid the valleys of their neighbours, and that was the great danger which was facing the world at this moment. We were facing a great crisis; strange influences were at work, and the only thing that would stay and stem them was trade, commerce, and the hope that prosperity might once more be built up. Therefore, added Sir Auckland, "I appeal to you, and through you to the merchants and manufacturers of our Allies and associates, to render all possible help, to take their courage in both hands, to see what you can do outside the area which it is still necessary to blockade to get these streams of trade flowing."

He urged business men to take their courage in both hands. He could assure them that all the signs indicated that if they cast their bread upon the waters it would return to them, not after many days, but soon. (Cheers.)

PERIL OF HIGH PRICES.

There were men who said it was paying them better to have a small turnover and keep the prices high than vice versa. He implied, however, and bemoaned such a reminder that in this way lay disaster. If only manufacturers, instead of getting into rings to keep up prices, would let us get prices down, and get the trade stream flowing, then they would be doing something. (Hear, hear.) "I am speaking with some passion and great emphasis," observed Sir Auckland, "because I have looked forward to addressing our manufacturing industries, knowing the harm and absolute ruin which this policy of some manufacturers in this country is going to bring, not only to us, but to those overseas where would be our greatest markets. High prices are doing more damage to us every month than a further month of fighting would have done."

Replying to an interruption, "What about high wages?" Sir Auckland said high wages must be allowed, but there was no need to have unnecessarily high profits. Major-General Seely, Under-Secretary of State for Air, said the future of the air rested with the steel industry. Better and better steel was the thing that would make air travel really safe. If the steel people would give him an engine at 1lb. per horse-power, they would see marvels, and if they would give him 1lb. per horse-power he would guarantee that we should make air travel safer than that of any other form.

FOR FALLEN FREEMASONS.

FREEMASONRY'S TREMENDOUS OPPORTUNITY

A memorial service was held recently at St. Matthias Church, Poplar, for East-end Freemasons who have fallen in the war. It was announced that a fund is now being raised for the purpose of placing in the church a stained-glass window in their memory. The service, at which there was a large attendance, was conducted by the Rev. W. P. Booley, P.G.C., Sub-Dean of St. Paul's Cathedral, and the Rev. Morris Roberts, P.A.G.C., vicar of the church. The lessons were read by the Provincial Grand Master, Lord Amptill, and Lieut.-General Sir Francis Lloyd. The organist was Brother Edgar T. Cook, organist of Southwark Cathedral, who was assisted by Mr. Arthur T. Lash, organist of St. Matthias.

An address was given by the Sub-Denn, who said it was small wonder that Freemasons should have taken so big a part in the great struggle, for Freemasonry was permeated with those great ideas that were inseparably connected with the Divine name and character. His belief was that Freemasonry had now a tremendous opportunity, for only the spirit of brotherhood could heal the wounds of the world at the present time. Freemasonry had an unexampled opportunity of bringing together class and class, employer and employed, in one brotherhood, and enabling them to understand each other's point of view. Subsequently, in the church grounds, Lord Amptill made a short speech, in which he said, Freemasonry was not a religion, but it was the best possible aid to religion.

Cigars! Cigars!! Cigars!!!

We have pleasure in announcing to our patrons that we have just received a small consignment of the finest and well-known brands of cigars and cheroots, made by La Perla Del Oriente, the best reputed Cigar Factory

MANILA.

All Sizes and Shapes in Stock.

Prices on Application.

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BOILERS MOTORS.

Repairing and Rebuilding of Engines, Boilers, and Machinery

Telephone 112. Cable "TAIKOODOCK"

SHIPPING NEWS

ARRIVALS.

June 30th.

Chicago Maru, Japanese str., 2,848 tons, Capt. Yamane, from Seattle, which port she left on May 30th, with a general cargo.—U.S.K.

Wu Sang, British str., 215 tons, Captain Summerville, from Kwong Choo, Wau, with a general cargo.—Wang Hing & Co.

July 1st.

Demure, British str., 2,310 tons, Captain Smith, from Singapore, which port she left on June 25th, with a general cargo. Gibb, Livingstone & Co.

Chin Shing, British str., 1,100 tons, Capt. Tapsell, from Canton, with a general cargo.—J. M. & Co.

Egyptian Castle, British str., 3,340 tons, Capt. Ireland, from Shanghai, which port she left on June 28th, with a general cargo.—Dodwell & Co.

Glenamoy, British str., 1,830 tons, Capt. Angier, from Shanghai, which port she left on June 28th, with a general cargo.—J. M. & Co.

Hop Nany, British str., 1,300 tons, Capt. Hussey, from Canton, with a general cargo.—J. M. & Co.

Penobscot, British str., 4,980 tons, Capt. Matthews, from London, which port she left on May 10th, with a general cargo.—J. M. & Co.

Phoenice, British str., 1,000 tons, Capt. de La Sula, from Saigon, which port she left on June 28th, with a cargo of rice.—W. F. Shing.

Sashu Maru, Japanese str., 1,000 tons, Capt. Luone, from Canton, O.S.K.

Somchi Maru, Japanese str., 1,235 tons, Captain Tanaka, from Hoilo, which port she left on June 28th, with a cargo of sugar.—M.S.K.

Tacoma, British str., 4,340 tons, Captain Kay, from San Francisco, with a cargo of case oil. Standard Oil Co.

Takano Maru, Japanese str., 650 tons, Capt. Ogawa, from Kowloon, which port she left on June 28th, with a cargo of coal.—M.B.K.

PASSENGERS.

ARRIVALS.

Per s.s. *Chicago Maru*, on June 30th: M. Chassigneux and M. Beauvais.

Per s.s. *Phoenice*, on July 1st: Sergeant and Mrs. Kerr, Mr. and Mrs. Reitan, Mr. Beauvoir, Mr. and Mrs. Faravel, Madam H. Carmette, Mrs. and Miss Petrick, Miss Y. Genjira, Lieut. Elton and Mr. and Mrs. Englebrecht.

SHIPPING ITEMS.

The N.Y.K. s.s. *Aki Maru* (Australian line) left Sydney for the port on June 28th, and is expected here on July 18th.

The N.Y.K. s.s. *Tamba Maru* (European line) left Shanghai for this port on June 30th, and is expected here tomorrow.

WEATHER REPORT.

July 1st, at 12.30.—No returns from Japan, Vladivostok and Indo-China. Pressure has decreased moderately at the majority of stations reporting. Depressions are probably situated over Tongking and the Eastern Sea; a typhoon is probably situated in the Pacific, a considerable distance to the east of Luzon.

N.B.—No weather map will be issued owing to lack of telegraphic returns.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.30 inch. Total since January 1st, 26.01 inches, against an average of 39.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock — S. or variable winds, moderate; fair.

Formosa Channel — None.

South Coast of China between Hongkong and Lamooka — None.

South Coast of China between Hongkong and Hainan — None.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 1st

	Previous Day at 5 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.71	29.68	29.63
Temperature	80	81	88
Humidity	65	68	71
Wind Direction	South	calm	West
"Force"	3	0	2
Weather	0	0	2
Rain	0.02	0	0

Highest open-air Temperature on 30th 89

Lowest open-air Temperature on 1st 81

HONGKONG TIDE TABLE

From 2nd to 8th July, 1919.

Days of Month	High Water	Low Water	Days of Month	High Water	Low Water
	Time	Height		Time	Height
Wed.	3 m 14	4.2	Wed.	5 m 19	3.1
Thur.	3 m 04	4.4	Thur.	7 m 01	1.2
Fri.	3 m 56	4.4	Fri.	7 m 42	1.6
Sat.	4 m 48	4.8	Sat.	8 m 24	3.1
Sun.	5 m 40	5.0	Sun.	9 m 10	3.5
Mon.	6 m 32	5.1	Mon.	10 m 00	3.8
Tue.	7 m 24	5.4	Tue.	10 m 50	3.9
	8 m 16	5.8		11 m 40	3.3
	9 m 08	6.2		12 m 30	3.0

JAVA-CHINA-JAPAN LINE

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
TJIBODAS	JAVA	10th July		
TJIPANAS	JAPAN	10th July	12th July	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LINE.

York Building, 1st Floor.

Telephone No. 174.

JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO direct

S.S. "BLTANG"

will be despatched as above on or about

AUGUST 2nd, 1919.

For freight, apply to—

JAVA-CHINA-JAPAN LYN.

Agents.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"	July 3rd	July 7th

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Room. A daily qualified Doctor is carried. Reduced Fare for Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
For Freight or passage, apply to

BUTTERFIELD & SWIRE.

Agents.

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P. & O. BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
MARSEILLES AND LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
"NAGOYA"	21st Aug.	31st Sept.	2nd Oct.

FOR BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due BOMBAY about
"DUNERA"	8th July	14th July
"DILWARA"	21st July	28th Aug.

FOR CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due CALCUTTA about
"JAPAN"	22nd July	18th Aug.

FOR SHANGHAI MOJI KOBE, etc.

S.S.	Leave Hongkong about	SHANGHAI Only.
"DILWARA"	10th July	

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
82 Des Voeux Road Central HONGKONG.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK via PANAMA CANAL.

S.S. "GAELIC PRINCE"

will be despatched for the above port on July 20th.

For freight and further particulars apply to—

THE BANK LINE, LIMITED,

Agents.

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FOR NEW YORK.

BLUE FUNNEL LINE.

S.S. "EURYADES"

for NEW YORK via PANAMA, on July 7th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,

Agents.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

TIENTSIN via CHEFOO	"CHIPHONG"	Wed., 2nd July, Noon.
HAIPHONG	"LOKSANG"	Thurs., 3rd July, 8 a.m.
KOBE & YOKOHAMA	"CHANGSANG"	Fri., 4th July, 8 a.m.
SINGAPORE & COLOMBO	"HOPSANG"	Fri., 4th July, Noon.
MANILA	"YUENSANG"	Fri., 4th July, 3 p.m.
STRAITS & CALCUTTA	"KWAISANG"	Sat., 5th July, 3 p.m.
SHANGHAI	"HANGSANG"	Sun., 6th July, 11 a.m.
SHANGHAI	"KWONGSANG"	Thurs., 10th July, 11 a.m.
MANILA	"LOONGSANG"	Fri., 11th July, 8 a.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when Indochina cargo.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadan, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, all European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 218.

General Managers.



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THE ROYAL MAIL STEAM PACKET CO.

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FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

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THE CANADIAN PACIFIC RAILWAY COMPANY

announce the augmentation of the present double daily train service by a third Trans-Continental train—

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The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars, Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about JULY 8th.

for SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.

"ELDRIDGE" ... August 15th.

For PORTLAND direct.

"WEST CELINA" ... About August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

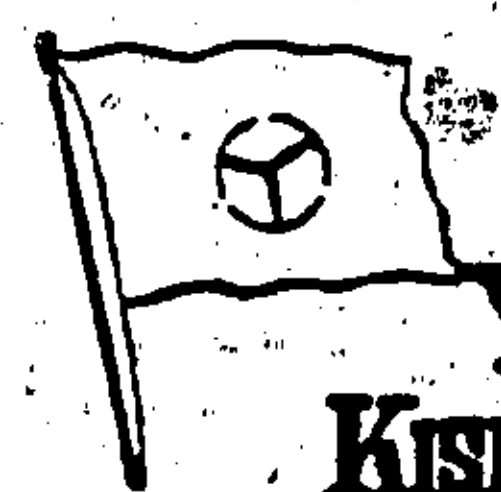
THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2477 & 2478.

Fifth Floor, HOTEL MANAWA.

Y. K. K.



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NANYO MARU No. 1...	REGULAR SERVICE FOR
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NANYO MARU No. 3...	HONGKONG, BANGKOK
BODEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOSAN MARU	
CHIEHAN MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

Top Floor, King's Building.

TEL. 140 and 155.



KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

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Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

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M. HASHIMOTO,

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Cargo carried on through Bills of Lading from HONGKONG to KHIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN & AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to KHIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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(KILPATRICK & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

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or to Reiss & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG and BANGKOK	"LUCHOW"	On 2nd July, 10 A.M.
SHANGHAI	"SUIYANG"	On 3rd July, Noon.
SHANGHAI & TSINGTAI	"YINGCHOW"	On 6th July, 11 A.M.
SHANGHAI	"TEAN"	On 8th July, Noon.
SHANGHAI	"SUNNING"	On 10th July, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Lights and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG" | Capt. J. Medina ... | FRIDAY, 4th July, at 11 A.M.

"HAITAN" | | Capt. A. H. Stewart ... | WEDNESDAY, 9th July, at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

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OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

Sailings from Hongkong at Noon.

SS. "ECUADOR"	July 16th, 1919.
SS. "COLOMBIA"	Aug. 13th, 1919.
SS. "VENEZUELA"	Sept. 10th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be surpassed.

Notes are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICE, Ltd.

For further information rates, itineraries, schedules, etc., apply to—

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(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	21st Aug.	13rd Sept.	2nd Oct.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	6th July.	24th July

FOR

CALCUTTA VIA STRAITS & RANGOON.

JAPAN ... 22nd July | 13th Aug.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong about	
DILWARA	10th July.	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
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22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KATORI MARU (calling Manila) ... Sunday, 12th July, at 11 A.M.

SUWA MARU ... Tuesday, 5th Aug., at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU ... Friday, 4th July, at Noon.

MISHIMA MARU ... Friday, 11th July, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 23rd July, at 11 A.M.

AKI MARU ... Wednesday, 20th Aug., at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU ... Tuesday, 15th July.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... Thursday, 3rd July.

TENSHIN MARU ... Sunday, 13th July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU ... Wednesday, 2nd July.

CALCUTTA MARU ... Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 19th July, at 11 A.M.

TANGO MARU ... Saturday, 23rd Aug., at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

SHIMBU MARU ... Thursday, 3rd July.

INABA MARU ... Friday, 11th July, at 11 A.M.

SHINGO MARU ... Tuesday, 15th July.

KAMO MARU ... Monday, 21st July, at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.)

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 23

S. YASUDA, Manager.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
NIPPON MARU	11,000	July 7th.
TENYO MARU	22,000	July 20th.
SHINRYU MARU	20,000	July 29th.
SHINRYU MARU	22,000	Aug. 13th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BAIOGA, CALLAO, ARICA and IQUIQUE.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,300	July, 14th.
ANYO MARU	18,600	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC COAST SERVICE, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Port of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" ... 22,000	On or about 24th July.
	"PAUL LECAI" ... 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"NERA" ... 10,000	On or about 19th July.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

TELEPHONE 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.
OSAKA SHOSHEN KAISHA.

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.)

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SAIGON MARU" ... Saturday, 12th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Sunday, 15th July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Saturday, 12th July.

SAIGON HANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Saturday, 12th July.

SYDNEY, MELBOURNE—Monthly service calling at AUUKLAND, R. & and ADELAIDE.

"KORSO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CHICAGO MARU" ... Tuesday, 8th July.

"MANILA MARU" ... Saturday, 19th July.

HAIPHONG—Three times a Month service.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"BOSU MARU" ... Thursday, 3rd July, at 9 A.M.

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... Sunday, 6th July, at 10 A.M.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

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(15,000 tons, American Registry)

"CHINA"

(10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" ... Aug. 12th, 1919.

"CHINA" ... July 2nd, 1919.

[An unsurpassed high-class passenger service.]

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